

Buckeye Flyer



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Medical personnel from the 167th Aeromedical Evacuation Squadron from Ramstein Air Base, Germany keeps a close eye on wounded patients from Iraqi Freedom on a C-141 aircraft. The aircraft is flown by activated reservists from the 445th Airlift Wing coming out of Baghdad to Germany then returning to the states. (Photo by Maj. Ted Theopolos)

Aircrew transports survivors

By Master Sgt. John Klemack
445th Public Affairs

In the wake of the tragic crash of two U.S. Army Blackhawk helicopters in Mosul, Iraq on Nov. 15, members of the 445th Airlift Wing were again given the opportunity to perform an important, high-profile mission

The crash claimed the lives of 17 soldiers of the Army's 101st Airborne Division. But according to Maj. Ted Theopolos, 445th Director of Public Affairs, there were five soldiers who survived, although their injuries were severe. Reporting by phone from Ramstein Air Base, Germany, on Nov. 16, Theopolos said that a 445th AW crew flying a C-141 played a key role in transporting those five service members to a medical facility in Germany.

"Those injured in the Blackhawk

crash came in (to Baghdad) on a C-130 from Mosul. They were transferred directly to our C-141 and we took off immediately for Ramstein. We waited for (the C-130) about four hours on the ground in Baghdad and had to make a daylight takeoff. Daylight takeoffs are pretty rare for large transport planes like the C-141 in Baghdad," Theopolos said.

The 445th mission was originally scheduled to fly from Ramstein to Kuwait City but was recut to Baghdad to pick up the four of the five injured survivors of the Blackhawk crash, and 19 other service members who were in need of immediate medical attention.

Theopolos, who was on the aeromedical evacuation flight, said they flew from Baghdad to Ramstein where the injured were then transported to the U.S. Army Regional Hospital at Landstuhl, Germany.

Flying downrange

by Staff Sgt. Charlie Miller
445th Public Affairs

You don't land or launch a C-141 in Baghdad or Kuwait City the same way you do at Wright-Patterson. Yes, the flaps are down and all wheels are firmly on the runway, but there are big differences. The 445th currently fly's into Baghdad a minimum of three times a week and into Kuwait City four times a week.

Yes, the flying missions into Baghdad and Kuwait City may be fairly routine now, but the take-offs and landings are not.

"We fly into Baghdad and make a tactical landing," Lt. Col. Frank Fuller, commander of the 89th Airlift Squadron said.

A tactical landing is anything but the long, slow, lazy descent that most of us experience on board with Delta or Southwest as they make their final approach into Dayton International Airport.

"Baghdad has a bigger threat due to the 'unfriendly'," Fuller said. Most of the wing's planes have had armor added for protection.

For safety reasons, daylight takeoffs are not recommended. "You don't want Abdul sitting there trying to pick you off in daylight. Take-offs from Baghdad are also tactical.

Landings in Kuwait City also have special requirements mentioned the colonel.

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Celebrating Christmas

by Ch, Capt. Jim Fisher
445th Senior Protestant Chaplain

As a child, a sleepless night on Christmas Eve with excitement of opening presents kept me from the "visions of sugarplums". I could hardly wait for the first glimmer of sunrise to hit the floor and sprint to the living room!

A "few" years later, I still enjoy the splendor of the holidays, particularly through the privilege of parenting. The seasonal songs still stir memories deep within my soul. Creative decorations still catch my eyes. Aromatic baking still cause my nose to stand at attention. And, for a time, joy still pervades the fellowship of humanity.

Within the context of America, there are many types of holiday celebrations. Some are religious, some are cultural, but all enjoy the contagious camaraderie of the season. In supporting the right of all to exercise their chosen belief system, I have the freedom to celebrate the Christ of Christmas.

May we prayerfully remember our troops across the world and their supportive families, some of whom will be separated during this special time of the year. And as we look forward to January, may we still find ourselves clothed with the joy of this season.

Holiday greetings to you

By Lt. Gen. James E. Sherrard III
Commander of AFRC

As we celebrate this holiday season and the start of 2004, we give special thanks and recognition to the men and women of Air Force Reserve Command.

Reservists, their families and their employers have given much to their country since 9/11 and much may be required in the future. Therefore, it is with deep pride that I salute each of you and yours for a job well done. All of you have shouldered a

tremendous responsibility in fighting the global war on terrorism.

Your dedication to duty has helped make the world a safer place. It is a privilege to serve with you.

Marsha and I wish each of you – wherever you might be in the world – the very best this holiday season has to offer. May you and your family find peace, joy and happiness as you continue to safeguard our great nation. God bless you, and God bless America. (AFRC News Service)

Great work!

by Brig. Gen. Rusty Moen
445th Commander

I recently had the honor of flying down range with one of our crews to see first hand the great work that our wing personnel continue to do daily in support of operations in Iraq and Afghanistan. At Ramstein Air Base in Germany deployed 445th maintenance and operations personnel meet all our C-141 arrivals and departures. It is a smooth running operation that has been integrated with Air Mobility Command's command and control structure at Ramstein. The C-141's primary role remains the aeromedical evacuation of our wounded and injured personnel from Iraq.

We departed Ramstein for Baghdad and Kuwait City aboard a plane fully loaded with cargo and two medical crews repositioning down range. At the Baghdad airport I toured the flight line medical facilities. Most of the people I met were reservists or guardsmen, a mix of volunteers and mobilized, all proud to be serving yet anxious to head home when their tours are up. We landed back at Ramstein 24 hours from when we originally

showed for duty. In the cargo compartment, reserve medical personnel had been caring for 39 patients and passengers, including a young Iraqi boy critically injured in a mine explosion. A day later we would take off in the evening for Andrews Air Force Base, this time with 22 litter patients, attending medical personnel, and a number of passengers.

As the uncertainty over a possible second year of mobilization for our people continues, the one thing I can state for sure is how proud I am of our wing's accomplishments this past year. Missions safely flown and flying hours generated are only part of the story. We de-mobilized all of our aeromedical crews, yet we have large numbers of them deployed currently on volunteer tours of duty along with our critical care teams from our aeromedical staging squadron. Many more volunteers are lined up to deploy in the months ahead. All of this can only happen with the great efforts of the many support staff personnel from throughout the wing. My thanks to each of you, your families, and your civilian employers for your continued service to our wing, Air Force, and country.

May each of you have a safe and joyous holiday season as our thoughts and prayers go out to those still deployed in harm's way.

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My days in Baghdad

by Tech. Sgt. Robert Fisher
445th Aircraft Maintenance Squadron

On Aug. 17, 2003, Staff Sgt. Eric Morris and I departed Wright-Patterson Air Force Base for Dover AFB. There we picked up cargo and personnel and left for the Middle East. The flight across the Atlantic was quite a cosmic event. We turned out over the ocean off Gander, Newfoundland and about two hours out we had to divert around a huge thunderstorm. We saw lightning and the Northern Lights in all their green splendor to the left, a crescent moon dead ahead and the planet Mars to the right in all its orange glory. Quite a way to start a journey to war.

On Aug. 21, I made my first flight into Baghdad. The entry was and is always a tactical landing and at night. Baghdad's a town of five million people and the lights were on and everybody was home. I don't know where CNN gets its information, but there is no lack of power for porch lights in Baghdad. Some of the younger airmen I talked to that were on the ground in Baghdad for 90-day rotations said they went over to Saddam Hussein's son Uday's house and went swimming in his pool. His yellow Porsche was still there.

We picked up walking wounded in Baghdad and preceded to Qatar to pick up a critical patient. We waited for five hours in 117 degree heat as the medical crews got him prepped and ready for flight. By the time the mission was over we all had been awake for almost 30 hours. A long day, but quite rewarding when you helped someone in trouble that big.

We went on the next mission with a crew from Andrews AFB and the 459th Airlift Wing. Maj. "Fast" Eddie Miller was aircraft commander. He got the name because he was a helicopter pilot during Northern Watch. We were flying out of Turkey and he pointed out Mount Ararat where the Noah's Ark is buried.



As we flew the sun was rising and a cloud halo was around the top of the mountain. Maybe the Ark is really there. Judging from the beauty of the area it's not hard to believe.

Sgt. Morris and I departed Ramstein AB, Germany for the United States with 20 litter patients and 45 walking wounded including four critical. I would have to say that out of the seven missions that Sgt. Morris and I flew, this was the one that brought it all together. One of the critical had been hit by a grenade and I thought I have seen that guy before. We had actually brought him from Baghdad to Ramstein on one of our first missions. He was just now stable enough to make the flight back to the United States. One of the loadmasters told me, "Sometimes I can't look anymore. It makes me want to cry!" I can't say she was too far off line.

I have heard the expression that war is 12 hours of boredom and 15 seconds of hell. For the wounded this may have been true.

Looking back on the 17 days we spent on this mission, I would have to say that a great sense of satisfaction came out of the whole experience. I was asked by a friend of mine when I got home, "Wow, aren't you a little old for this kind of thing? It's a young man's war!" That's all true because the casualties and walking wounded we transported all looked young enough to be my sons!



Tech. Sgt. Robert Fisher, a crew chief with the 445th Aircraft Maintenance Squadron, stands on the flight line at Ramstein AB, Germany performing concurrent servicing supervisory duties while the aircraft is getting refueled and prepared for the next mission. (Courtesy photo)

And with two sons of my own, that made the effort even more important to me. If you can save a young man's life or be part of the effort to save a life, what better way to serve your country!

Maintenance changes *gears*



Tech. Sgt. Mary Hayes, 445th Maintenance Squadron, changes a bracket on a starter control valve on a C-141 engine. (Photo by Senior Airman Chris Polites, 445th Public Affairs)

By Staff Sgt. Charlie Miller, 445th Public Affairs with
2nd Lt. Lance Patterson, AFRC Public Affairs

House calls and telephone tech support to repair a C-141? Well ... kinda-sorta. With the closure of the C-141 depot maintenance line at Warner-Robins Air Logistics Center, Robins Air Force Base, Ga., the 445th Airlift Wing's Maintenance Squadron now sometimes relies on house calls from specialized aircraft engineers and telephone tech support to repair our planes.

The wrenches still turn and the drills still drill but in some cases they do so just a little differently. In the past, all of the 445th C-141s – one point or another in their flying careers – would go to Robins AFB to undergo programmed depot maintenance at W-R ALC. The facility had performed such work on Starlifters some 1,800 times since 1972.

Much of the work previously done in Georgia will now be done here at Wright-Patt, either by wing maintenance or by technicians and engineers brought in to do the most intricate, advanced work. Jobs that might be dubbed “major surgery” were done on-site at the depot. Wing personnel at Wright-Patterson simply didn't have the level of training required to perform such work.

Indeed, wing maintenance squadron personnel can fix almost anything, but now, technical support via telephone is a necessary option. Instructions on specific – and, perhaps, more intricate – repairs are available almost 24/7.

“The depot would do more involved jobs like changing out an entire landing gear, both mains and the nose,” said Master Sgt. Rick Crabtree of the 445th Maintenance Squadron. “An entire landing gear change, that type of repair would probably

not be done here. We can do repairs on parts of the landing gear like struts, etcetera.”

Overall, the changes with the C-141 depot line shutdown have not been too severe, Crabtree said.

“What's changed for us with the activation is the ramped up mission, the mission overseas,” Crabtree said. “We want to push planes through in 18 to 21 days, not the usual 43 to 45 days. It's a lot quicker but they are still getting the normal inspections.”

Not all of the C-141s are even repaired. Some are just retired early. One of the 445th planes had a cracked wing fitting and was determined that the repair would cost around \$300,000. Since the plane was close to retirement, the decision was made that it would not be cost effective to repair the cracked wing fitting.

For nearly 40 years since its introduction in the Air Force in 1964, the C-141, built by Lockheed-Martin, has flown millions of miles and moved millions of tons of personnel and cargo.

Known as the “workhorse” of the Air Mobility Command, the Starlifter fulfills the vast spectrum of airlift requirements through its ability to airlift combat forces over long distances, deliver those forces and their equipment either by air, land or airdrop, resupply forces and transport the sick and wounded from the hostile area to advanced medical facilities.

Over the years, the C-141 has undergone a number of changes. The fuselage was stretched more than 23 feet and an in-flight refueling capability was added to create the “B” model. At Robins, weep hole modifications and center wing box repairs are considered the system program office's finest hour. Later, a glass cockpit was included with some aircraft along with new fuel quantity and airlift defensive systems.

“The C-141 is being turned over to people who care about it just as much as Robins – people who have been working on the aircraft since it rolled off the assembly line in the mid 1960s,” said Brig. Gen Robert Lytle, Air Force Reserve Command assistant vice commander. “A lot of them will receive it and take care of it just like you did. They care about it. They love it; their personality and life are wrapped up in that iron whether they are the aviator, the maintainer or the supply technician.”

Lytle, a pilot with more than 6,000 flying hours, said he has learned to appreciate the team that keeps the aircraft going. “You produced a quality product on time and ahead of schedule with fewer defects than you were doing last year, and I applaud you for that,” Lytle said.

About 50 C-141 aircraft remain in the Air Force inventory compared to a high of 284 aircraft during its heyday. The system program office workers averaged 60-70 program depot maintenance aircraft yearly with a surge of 90 per year during the early 1990s.

Logistics support personnel will continue to work with the C-141 until its final retirement. Many of the employees have already been absorbed into different aircraft program depot maintenance lines, including the C-17.

Only two Reserve units continue to fly and maintain unit-equipped C-141s – the 452nd Air Mobility Wing at March Air Reserve Base, Calif., and the 445th Airlift Wing at Wright-Patterson AFB, Ohio. Both units are scheduled to convert to other airlift missions in the near future.

Helicopter down

Reservist helps medevac surviving soldiers from Army's CH-47 helicopter crash

by Maj. Ted Theopolos
445th Public Affairs

Staff Sgt. Sandi Golden-Vest from the 445th Aeromedical Evacuation Squadron was a member of the aeromedical crew that flew back injured soldiers that survived the Army CH-47 helicopter Crash on Nov. 2.

The helicopter was transporting troops to the Baghdad International Airport; reportedly on the first leg of the rest and recuperation leave for some of the soldiers.

The sergeant was the second medical technician primarily responsible for litter

patient's care on the C-17 that brought the injured soldiers to Ramstein Air Base, Germany. From there, the injured were transported to Landstuhl Medical Regional Hospital, just four miles from the base, for further medical care.

Golden-Vest worked with five medical crew members plus two Critical Care Air Transport Teams or CCATT to monitor and keep litter patients comfortable during the 10 hour mission.

The aircraft not only had 16 injured from the crash, but 16 other patients they picked-up on the way. The C-17 stopped at Balad and Baghdad for a total of 16 litter and 16 ambulatory patients to be transported.

A 17th soldier injured in the attack was transported to Ramstein from Baghdad on Tuesday. Most probable on a C-141 from Wright-Patt who had a scheduled flight to Baghdad.

According to a Combat Rescue Officer who was on the flight, "the care that they afforded those soldiers was first rate and no-doubt essential for the successful return of American lives."

Golden-Vest deployed earlier this year to Al Udeid, Qatar and became a member of the 379th Expeditionary Aeromedical Evacuation Squadron there. The sergeant is part of the Air Force's Air and Space Expeditionary Force.



Flying downrange

Continued from front page

Another part of flying missions in and out of Baghdad and Kuwait City that is certainly not routine is the type of passengers they carry in the back of the plane.

"The primary mission is to take out wounded, sick and fatigued troops," Fuller said. "Some are pretty banged up."

"We are the primary platform for medical missions," the colonel said. "The C-141 can carry more litters than any other plane for now."

"Our unit coin says 'Making a Difference' and I believe our mission is an important one," Fuller stated. They carry from 50 to 70 troops in litters every flight.



(Photo by Staff Sgt. Charlie Miller)

Lt. Col. Frank Fuller, commander, 89th Airlift Squadron, left, and Tech. Sgt. Tracy Cooper, a Flight Engineer with the 356th Airlift Squadron stand between a map of Iraq.

The pilots, engineers and loadmasters also fly missions they wish were not needed.

"Unfortunately, we do bring back fallen soldiers. I had an Army Major General say to me that if the families of the deceased were here they would thank us for bringing their sons home. That's the tough part of the missions, bringing remains back to the US," Fuller said.

"Some of the public doesn't realize that the deceased are more than just numbers reported in the newspaper," Fuller stressed.

Twenty years ago, Fuller flew home the remains of over 100 service members who lost their lives in the Beirut bombing.

"There's a brotherhood and sisterhood you have with other service members," said Tech. Sgt. Tracy Cooper, a Flight Engineer with the 356th Airlift Squadron, concerning flying the deceased home. "They are part of you. Even though you didn't know them, you feel some of the families pain, at least I do."

"My main focus as a flight engineer is to maintain aircraft pressurization during tactical takeoffs and landings. I'm a whole lot busier (than a normal flight)," Cooper said.

"There are so many people behind the scenes helping us. What it takes to just get us off the ground is amazing. Then the loadmasters handle everything in the back of the plane. It's harder on the loadmasters than the guys up front flying," Cooper emphasized.

"The greatest part of these missions has been helping the wounded survive," Fuller concluded.

You can help heros get home!

By Staff Sgt. Charlie Miller
445th Public Affairs

Members of the 445th can now donate their frequent flyer miles and help deployed troops who are on leave from Iraq get back home.

Dubbed Operation Hero Miles, service members participating in the two-week "rest and recuperation" leave program are flown free to Rhein-Main Air Base, Germany, or Baltimore-Washington International Airport by the Department, but must pay for connecting flights home. That's where the donated miles kick in.

More than 200 service members arrive at BWI daily as part of the R&R program, which began Sept. 26. There is a minimum donation of 500 miles, but no maximum. If a person donates 5,000 miles, the airlines donate an extra 1,000 miles. Go to www.heromiles.com for further information.

Chiefs' sums it up!



Chief Master Sgt. Ron McKasson, *left*, 445th Chief of Education and Training, *right*, Chief Master Sgt. Ray Combs, 445th Aircraft Maintenance Squadron, and 445th Command Chief Master Sgt. Rick Waggy brush up on their school work as they, and the other member of the 445th Chief's Group endeavor to solve problems for the wings enlisted. (Photo by Staff Sgt. Charlie Miller, 445th Public Affairs)

By Staff Sgt. Charlie Miller
445th Public Affairs

It's not really an algebraic equation with rational coefficients they are looking for. No, the 445th Airlift Wings Chief's Group just wants to help solve problems and enhance the careers of the wings enlisted personnel. Common sense answers to sometimes perplexing problems, without mathematics, thank you very much. Working to answer the 445th Airlift Wings enlisted troop's problem that's what the Chief's Group endeavor to solve.

There are many ways to tackle the problems according to 445th Command Chief Master Sgt. Rick Waggy. First, the chiefs identify the areas of concern.

"What can we, as chiefs, do for the

troops to make things more efficient, to improve the quality of life, to insure that the right people are doing the right things to promote career progression of the young enlisted? Answering those questions is part of what we do as a group," Waggy said.

"It's a voluntary program, but participation is highly recommended by myself and 445th Airlift Wing Commander, Brig. Gen. Rusty Moen," Waggy said. The general believes that once you become a chief you become a wing asset, not just a squadron asset.

"I look to chiefs to bring forward ideas that can effect the moral, welfare, and recreation (MWR) for all enlisted in the wing. When I say effect, I mean a positive effect," Waggy said.

The group has also established an an-

nual Chief's Group award. Chiefs will select an outstanding airman once a year at their group level for the award. They wanted to recognize individuals for outstanding performance at their duty stations and felt that a special chiefs group generated award would help promote professionalism in young airman.

An annual golf outing is planned for next year, as is a fishing tournament. Both will raise much-needed funds.

The wing commander brought an idea to the table that would benefit needy 445th enlisted members. The chief's group at Brig. Gen. Moen's last duty station had successfully become part of organizations in the Combined Federal Campaign (CFC) and were using donated funds for a variety of projects, including helping enlisted members in dire straits.

"We are one big family here at the 445th and behind that we have people in need," Waggy said. "There have been 445th members that have lost their homes to fire, we've had members lose their homes to tornados. CFC participation would be a move where we can take care of our own."

The group hopes to be an official CFC member by this time next year.

"Whatever we can do to help wing members out, we'll do," said Chief Ray Combs, 445th Aircraft Generation Squadron,

The 445th Chief's Group, which touts 28 chiefs as members, meets monthly. Command Chief Master Sgt. Rick Waggy started it, but Chief Combs acts as president, and Chief Dennis Ballinger, 445th Mission Support Flight, is vice president

"If a chief brings up an individual who needs help at our meetings, we talk it over and decide how we can help," said Chief Combs.

"We've got some fine tuning to do but we're on a roll," Combs said.

Another significant accomplishment involved three members of the group who recently re-wrote the wing instructions for Airman and Non-Commissioned Officer of the Quarter and of the Year awards.

It all adds up to a passing grade for the chiefs. They have the right equations. The answers were not that tough after all.

Promotions

Congratulations to the following personnel, recently promoted to the rank indicated.

Airman

Elisabeth Rehm, 445 SVF

Senior Airman

Cherie Brandewie, 445 LRS
Leigh Brenneke, 445 ASTS
Megan Brewer, 445 CES
Gerrod Campbell, 445 CES
Sarah Church, 445 CES
Amanda Fitzpatrick, 445 CES
Kerrie Gavin, 445 LRS
Tiffany Griffin, 445 AMDS
Kerry Hahn, 445 MSF
Tara Hampton, 445 CLSS
Heather Holbert, 445 AES
Brian Jackson, 445 CES
Seth McBurney, 445 CES
Bonnie Morey, 445 CES
Alicia Reed, 445 MXS
Brandon Spence, 445 CES
Craig Stevenson, 445 ASTS
Paul Wahoff, 445 MXS
Dawnee Watkins, 445 LRS
Meaghan Zore, 445 CES

Staff Sergeant

Maryjane Alfaro-Cunningham, 445 ASTS
Bryan Bohn, 445 AW
Michael Clare, 445 CES
Larry Davis, 445 AES
Bethany Frazier, 445 AMDS
Mark Guenther, 445 MXS
Scott Herbert, 445 SVF
Chad Kopf, 445 AMXS
Michael Payne, 89 AS
Robert Sherwood, 445 SFS
Nathan Steele, 445 ASTS
Claudia Winn, 445 AES
Anna Wong, 89 AS
Patrick Yarusso, 445 SFS

Technical Sergeant

Brian Caldwell, 445 CES
Ronald Calloway, 445 AMXS
Mark Dirr, 445 MXS
Everett Fultz, 445 CES
Charles Hampton, 87 APS
Robert McDonald, 445 CES

Joseph Prall, 445 CES
Robert Puckett, 445 CF

Master Sergeant

Andrew Anderson, 445 AMXS
James Foy, 445 ASTS
Mary Hannon, 445 AES
Donald Hawk, 445 CES
Steven Holla, 89 AS
Eugene Mansfield, 445 LRS
Randy Mizer, 445 AMXS
Charles Rice, 445 SVF
John Sketch, 445 AES
Kelly Tomlin, 445 CLSS
Michael Wroten, 445 AMXS

Senior Master Sergeant

Matthew Deshotel, 445 ASTS
David Dillon, 89 AS

Lieutenant Colonel

David Deluca, 89 AS

Newcomers

Welcome to the following reservists, recently assigned to the 445th AW:

AB Jessi Waits, 445 AMDS
Amn Stephen Nelson, 445 OSF
A1C Michael Blake, 445 AMXS
A1C Benjamin Bratka, 445 AW
A1C Christopher Braun, 445 MXS
A1C Tyler Brewer, 445 MXS
A1C Joseph Carucci, 445 AMXS
A1C Daniel Conrad, 445 MXS
A1C Laura Hammett, 445 AES
A1C Terry Jackson, 445 CLSS
A1C Khoa Nguyen, 445 CLSS
A1C Racheal Santos, 445 AES
A1C Paul Schrenk, 445 MXS
A1C Alvin Smith, 445 AMXS
SrA Matthew Doan, 445 MXS
SrA Timothy Larue, 445 AW
SrA Tammanica Muse, 445 ASTS
SrA Brent Pemberton, 445 AW
SrA Kevin Tolliver, 445 AMXS
SSgt. Nicholas Adams, 445 AES
SSgt. Stacie Bucholtz, 445 AES
SSgt. Emanuel Griffin, 445 CES
SSgt. Christopher Koller, 445 MSS

SSgt. Michael Takacs, 445 SFS
TSgt. Lisa Rolon, 445 AMDS
TSgt. Paul Stillwell, 445 CES
MSgt. Roger Stone, 445 ACF
Capt. David Day, 445 SFS
Capt. Jason Shroyer, 445 CES
Maj. Sean Tucker, 89 AS

Reenlistments

Congratulations to the following 445th AW members who recently re-enlisted in the Reserve.

SrA Timothy Meenach, 445 CF
SSgt. Grover McSwain, 445 MXS
SSgt. Nichole Popplewell, 445 CLSS
SSgt. Avery Turner, 445 AW
TSgt. Steven Dunn, 445 MXS
TSgt. Matthew Thomas, 445 CLSS
TSgt. Ronald Wenclewicz, 445 ASTS
MSgt. Dale Amsden, 445 MXS
MSgt. Sheila Couzins, 445 OSS
MSgt. Craig Featherstone, 89 AS
MSgt. Bruce Love, 445 CES
SMSgt. Aileen Richey, 445 AMDS
CMSgt. Timothy Bellamy, 89 AS

Awards

Congratulations to the following 445th AW members who recently earned awards.

Meritorious Service Medal

Lt. Col. Michael LaPlante, 445 MXS
SMSgt. Phyllis Felix, 445 AMDS
SMSgt. Thomas Kirkham, 445 MSF
SMSgt. Jack Kramer, 445 CLSS

TSgt. Steven Palsgrove, 445 OSS
TSgt. John Thompson, 445 CLSS

Air Force Commendation

MSgt. Alan Berens, 445 OSS
MSgt. Cass Tumblison, 445 OSS
TSgt. Robin Hinkle, 445 LRS
TSgt. Christopher Mayer, 445 SFS
SSgt. Brian Jones, 445 SFS
SSgt. Ned Linder, 445 SFS

Air Force Achievement

MSgt. Steven Beyer, 445 LRS
MSgt. Kenneth Case, 445 LRS
TSgt. Paul Bower, 445 OSS
TSgt. Marty Cantrell, 445 LRS
TSgt. Keith Clark, 445 LRS
TSgt. Gregory Crisp, 445 LRS
TSgt. Cynthia Edwards, 445 OSS
TSgt. Timothy Elder, 445 LRS
TSgt. Anthony Johnson, 445 OSS
TSgt. Mark Rozak, 445 LRS
TSgt. Rebecca Spencer, 445 LRS
TSgt. Terri Taylor, 445 OSS
TSgt. Maurice Upshaw, 445 OSS
SSgt. Brian Alego, 445 SFS
SSgt. Bart Brinkman, 445 AMXS
SSgt. Angel Gonzalez, 445 LRS
SSgt. Todd Gross, 445 SFS
SSgt. Kerry Langen, 445 OSS
SSgt. Caroline McIntier, 445 OSS
SSgt. Michael Perry, 445 LRS
SSgt. Jerry Popp, 445 SFS
SSgt. Gregory Rose, 445 LRS
SSgt. Christopher Suggs, 445 LRS
SSgt. Brian Teates, 445 LRS
SrA Kevin Dobson, 445 OSS
SrA James Jones, 445 SFS
SrA Caleb Monday, 445 SFS
SrA Thomas Sexton, 445 SFS



Helping Hand

Tech. Sgt. Robert Williams installed new playground equipment at East Elementary School in Fairborn. PTO vice president Bridget Williams said do to cutbacks the school didn't have enough funds to have the new equipment installed. The 445th Maintenance Squadron volunteer to help install the new equipment. (Photo by Maj. Ted Theopolos)

Wing Notes

New Fitness Standards

Air Force leaders released the fitness-scoring charts that will be used beginning Jan. 1.

"The amount of energy we devote to our fitness programs is not consistent with the growing demands of our warrior culture. It's time to change that," said Air Force Chief of Staff Gen. John P. Jumper in a Sight Picture released in July, explaining the rationale behind the change.

Officials said the fitness score will include four components: crunches, push-ups, an abdominal circumference measurement and the 1.5-mile timed run. People who are not medically cleared to run will continue to take the bike test. The component scores are then added to get a composite fitness score and determine if the person falls into the excellent, good, marginal or poor category. The charts are available online at http://www.af.mil/news/USAF_Fitness_Charts.pdf

Hazardous conditions

Another winter will soon be upon us, and winter brings the threat of hazardous weather which could affect the operating hours of the base.

During off-duty time, decisions such as delayed arrival or base closure will be transmitted via radio and television announcements.

Base-essential personnel are individuals engaged in base operating support functions which must be performed to continue day-to-day operations of the base, e.g., hospital, firefighters, security, billeting, flight-line, civil engineering functions, etc. These employees must report for duty regardless of base delays, closure and adverse weather.

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(Courtesy photo)

Country music group, Restless Heart, performed at American bases in Europe during a two-week tour in November. Tour transportation for the group, New England Patriots Cheerleaders, comedian Andy Andrews, the Air Force Reserve Command and U.S. Air Force bands was provided by the wing.

Operation Season's Greetings

By Master Sgt. John Klemack
445th Public Affairs

A touch of home came to American military bases in Europe as the 445th Airlift Wing was again selected to provide airlift for big-name entertainers last month.

Aircrews aboard one of the wing's C-141s departed Wright-Patt on Saturday, November 16th on the first leg of their mission, which included stops at U.S. military installations in Italy, Germany, Spain, Turkey, and the United Kingdom.

Operation Season's Greetings is an annual two-week, morale-boosting, six-stop tour sponsored this year by the Air Force Reserve Command, U.S. Air Forces in Europe and Armed Forces Entertainment.

One of country music's best-selling groups, Restless Heart, along with four

New England Patriots Cheerleaders, comedian Andy Andrews, and the AFRC and USAFE bands were the featured entertainers for the shows that played before military members and their families stationed in Europe.

"Being selected to provide airlift for these entertainers is a thrill for us," said Brig. Gen. Hanferd J. (Rusty) Moen, 445th Airlift Wing commander. "We know the troops and their families overseas really appreciate the entertainment. We're proud to be bringing the performers to them."

The five original members of the chart-topping group, Restless Heart, came back together after a 10-year hiatus. Known for its distinctive five-part harmony, the group sold nearly five million albums and was the first band in history to have four number one hit songs off the same album.

